When Compared With Level of Recent Activity.

National Biscutt pid
National Lead ...
National Lead pfd.
National Steel ...
National Steel ...
New York Air Brake
North American
Pacific Coast

North American
Pacific Coast 1st ptd.
Pacific Coast 1st ptd.
Pacific Mail
People's Gas
Pressed Steel Car
Pullman Palace Car
Strondard Rone and Twine

Amalgamated Copper

BGNDS.

BGND8.

United States 2's, refunding, reg...
United States 2's, refunding, coup.
United States 3's, reg...
United States 3's, coup.
United States 3's, coup...
United States new 4's, reg...
United States new 4's, reg...
United States old 4's, reg...
United States old 4's, coup...
United States old 4's, coup...
United States 5's, reg...
United States 5's, coup...
District of Columbia 3.65's
Atchison general 4's
Atchison adjustment 4's
Canada Southern 2ds

Den, and Rio G. 4's

General Electric 5's
Louis Central 1sts
Louis, and Nash. Unified 4's
Mo., Kan. and Texas 2ds
Mo., Kan. and Texas 2ds
Mo. Kan. and Texas 4's
New York Central 1sts
New Jersey Central 1sts
Northern Pacific 3's
Oregon Nav. 1sts
Oregon Nav. 1sts
Oregon Nav. 4's
Oregon Short Line 6's
Oregon Short Line 6's
Oregon Short Line consol 5's

Oregon Short Line consol 5's ..

 Oregon Short Line consol 5's
 114%

 Gregon Short Line consol 5's
 114%

 Reading general 4's
 895%

 Rlo Grande and Western Ists
 100

 St. Louis and Iron M. consol 5's
 12%

 St. Louis and San Fran. Gen. 6's
 127

 St. Paul consols
 155

 St. Paul, Chi. and Pac. 1sts
 118%

 St. Paul, Chi. and Pac. 1sts
 1205

 Southern Pacific 4's
 822

 Southern Pacific 4's
 822

 Standard kope and Twine 6's
 1

 Texas and Pacific 2sts
 16%

 Texas and Pacific 2sts
 82

 Union Pacific 4's
 100%

 Wabash 1sts
 104%

 Wabash 2ds
 104%

 West Shore 4's
 114

 Wisconsin Central 1sts
 87

West Shore 4's
Wisconsin Central 1sts
Virginia Centuries
Mobile and Ohio 4's
 Wisconsin Central 1sts
 87

 Virginia Centuries
 92

 Mobile and Ohio 4's
 804

 Central of Ga. 5's
 9578

 Central of Ga. 1st In
 51

 Central of Ga. 2d In
 16½

RICHMOND STOCK MARKET.

\$\frac{\text{SALES}}{\text{\$\}\exititt{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\tex

U. S. 3's, coup., 1908-1918. 1014 110 U. S. 4's, coup., 1907-1918. 1014 110 STATE SECURITIES.

COTTON MARKETS.

North Carolina 4's, C., 1910... 106 Va. 3's, new, C. and R., 1932... 93 Va. Century, 2-3, C. and R., ... 92

GOV. SECURITIES.

Richmond, Va., Nov. 24, 1900. SALES.

Bid. Asked.

CLOSING ACTIVE AND WEAK,

Liquidation Was at No Time Urgent but New Buying Was Equally Lacking - Bonds Were

(By Associated Press.)

(By Associated Press.)

NEW YORK, Nov. 24.—The most striking point in to-day's market was its duliness compared with the recent level of activity. Neither the public nor the large operators seemed to be taking any part in the market, and prices drinted rather aimlessly and hesitatingly. The continued weakness in some stocks, especially Steel and Whe at the opening was offset by the aggressive strength of others. Northern Pacific opened over a point higher and extended the advance later to over 2 points.

There was independent strength shown at different times by Union Pacific and by the Southern Railway stocks, which litted them 1 to 2½ points each. There seemed to be some inkling of the favorable character of the bank statement before its appearance on the tape.

ble character of the bank statement before its appearance on the tape.

The bear traders have circulated rumors since yesterday that some mysterious influence was at work which would
spoil the good features of the statement.
Shorts covered heavily in advance of the
statement, and a general rally occurred
which litted the whole market well over
last night's closing, many stocks rising
a point or more. The bears were much
struck by the fallure of any large buying demand to develop with the easy
money conditions indicated, and they put
out tresh short lines in the last few
minutes of the trading, making the closing active and weak, and near the lowest

minutes of the trading, making the closing active and weak, and near the lowest
except for the stocks where particular
strength had been shown.

The market at no time showed the
urgent liquidation which was the feature
yesterday, but new buying was equally
lacking, even when the technical question
became distinctly favorable. So far as
the known movements of money show the
banks received less than five million dollars this week. The increase of \$7,538,800
shown by the statement is supposed to
years to some special movement of cash from nearby cities, in which a single bank has been concerned. This item ngthan did the loan expansion of \$4.874,000, aneretore, in spite of the swelling of the reserve requirement by nearly \$3,000,000, the actual surplus is increased by \$4,008,000.

\$4,608,600.

An active business has been done in bonds, but it has at no time approached the high record volume of the money of January, 1809. Prices are generally higher on the week. United States new 4's advanced 3'4, the refunding 2's (when issued) and old 4's 3'4, and 5's 3'4 over the ruling call price of a week ago.

Total sales of stocks to-day were 427,700 shares.

and steady at 4per cent; prime mercantile paper, 4½% per cent. Sterling exchange nominal, with actual business in bankers' bills at \$4.85% 45% for demand and at \$4.81% 64.85% for sixty days; posted rates, \$4.82% Silver certificates, 64% \$4.80% 486%. Silver certificates, 64% 55% bar silver, Co%; Mexican dollars, 50. State bonds inactive; railroad bonds firm; Government bonds weak.

WEEKLY BANK STATEMENT.—The weekly statement of averages of the As-sociated Banks shows: Loans, \$792.7c2.100, an increase

Loans, \$102,122,100, an increase	
of	4.874,000
Deposits, \$851,391,300, an in-	STREET, STREET, STREET,
crease of	11,721,200
Circulation, \$30,688,200, an in-	
crease of	10,700
Legalo tenders, \$60,383,600, an	
increase of	1.648.800
Specie, \$164,742,500, an increase	
of	5,890,000
Total reserve, \$225,126,100, an	to just of order
increase of	7.538,800
Reserve requirements, \$212,847,-	1,000,000
825, an increase of	2,930,300
San all increase of	2,000,000
Surplus reserve, \$12,278,275, an	4,608,500
increase of	4,005,000

CITY SECURITIES OF HE Rich. City 8's, R.; 1904-1909; 130 ... Rich. City 6's, R.; 1904-1914; 115 ... Rich. City 5's, R., 1920-1922; 118 ... Rich. City 4's, R., 1920-1930; 105% 106 RAILROAD BONDS. RAILROAD BONDS.

Rich, and Meck. 1st 4's, 1921. 79½ ...

Southern Ry. 1st 5's, 1994. 112 ...

W. N. C. 1st 6's, C., 1914. 118 ...

Ga. and Ala. pfd. 5's, 1945. 196 ...

Ga. and Ala. consol 5's, 1945. 97 98

Char, and W. Car, 1st 5's. 1985. 997

A. C. L. of Conn. Ind. 4 p. c. 38

A. C. L. Certif. of Ind. 4 p. c. 98

STREET RY. BONDS. STOCK QUOTATIONS. STREET RY. BONDS.
 Chi., Bur. and Quiney
 136½

 Chi., Ind. and L.
 23

 Chi., Illnd. and L. pfd.
 57

 Chi. and East Illinois
 99

 Chi. and Northwestern
 166%

 Chi., Rock Island and Pac
 115%

 C., C. and St. Louis
 66½

 Colorado Southern
 64

 Colorado Southern 1st pfd
 41½

 Colorado Southern
 41½
 Rich. Traction Co. 1st 5's.... 106 Illinois Central I.

Iowa Central
Iowa Central pid
Lake Erie and Western
Lake Erie and Western pfd
Lake Shore
Louis and Nash
Manhattan L.
Metropolitan Street Ry
Mexican Central
Minn, and St. Louis
Minn, and St. Louis pid.
Missouri Pacific BANK STOCKS. Minn, and St. Louis pfd.

Missouri Pacific
Mobile and Ohio
Mo., Kan. and Texas
Mo., Kan. and Texas
Mo., Kan. and Texas pfd.

New Jersey Central
I New York Central
I Norfolk and Western
Norfolk and Western
Northern Pacific
Northern Pacific
Northern Pacific
Northern Pacific
Ontario and Western
Oregon Ry. and Nav.
Oregon Ry. and Nav.
Oregon Ry. and Nav.
Pennsylvania
Reading 1st pfd
Reading 1st pfd
Reading 2d pfd | Reading | 181/2 | Reading | 181/2 | Reading | 181 | 181/2 | Reading | 181 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | 181/2 | GRAIN AND COTTON EXCHANGE. Richmond, Va., Nov. 24, 1900. CORN— 6S @75

White (Va.) bag lots. 44 @45

No. 2 white 46

No. 3 white 45½

No. 2 mixed 44

No. 3 mixed 43

OATS— 43

No. 2 mixed 43 OATS—
No. 2 mixed 26
No. 3 mixed 25½
No. 2 white 28
Winter seed 57 @62
RYE 55 @60 MISCELLANEOUS,
Amer. Cotton Oil
Amer. Cotton Oil
Amer. Cotton Oil pfd.
American Malting
American Malting
American Malting
American Spirits
American Steel Hoop
Amer. Steel Hoop
Amer. Steel Hoop
Amer. Steel Hoop
Amer. Steel and Wire
Amer. Tin Plate
Amer. Tin Plate
American Tobacco
American Tobacco
American Tobacco
American Tobacco
American Tobacco
Brooklyn Rapid Transit
Colorado Fuel and Iron
Continental Tobacco PEANUT MARKETS. NORFOLK, VA., Nov. 24.—PEANUTS—Firm; fancy, 3c.; strictly prime, 2%c.; prime, 2%c.; Spanish, 75c. per bushel.

expected, futures closing 1½ to 2 points higher. This information was accompanied by foreign buying orders, later understood to be hedges against inability to secure the spot cotton needed from southern markets. Telegrams from the belt again declared that holders were standing to their 10 cents proposition, with offers below that level refused. The market closed quiet, with prices net 3 points higher to 6 points lower. COTTON-Futures opened steady at the

advance; November, 10.05; December, 10.06; January, 9.95; February, 9.90; March, 9.88; April, 9.87; May, 9.85; June, 9.85; July, 9.82; August, 9.67.
Spot cotton closed quiet; middling uplands, 104; middling gulf, 10½; saies 20 bales. bules.
Futures closed quiet; November, 10.11;
December, 9.91; January, 9.99; February,
9.80; March, 9.83; April, 9.82; May, 9.80;
June, 9.79; July, 9.70; August, 9.62; September, 8.90.

COTTON—Steady; middling, 10½; net receipts, 1,343 bales; gross, 3,512 bales; sales, 20 bales; stock, 41,505 bales.

Total to-day and consolidated—Net receipts, 39,601 bales; exports to Great Britain, 12,984 bales; to the Continent, 11,621 bales; stock, 790,251 bales.

Total since September 1st—Net receipts, 3,107,162 bales; exports to Great Britain, 1,168,457 bales; to France, 23,701 bales; to the Continent, 763,698 bales.

CHICAGO MARKET. CHICAGO, Nov. 24.—Wheat held steady on the cables to-day, December closing \$40\foralle{\phacessym} 4c. and November \$4c. higher. Oats closed unchanged and provisions unchanged to \$7\foralle{\phacessym} c. higher. The leading rutures ranged as follows:

The leading futures ranged as follows:

Open. High. Low. Close

WHEAT—No. 2.

Nov. 71 714 71 715 7116

Dec. 7094 7114 705 7114

Jan. 711 715 715 7116

Nov. 11 715 715 715 7116

Nov. 3575 3614 3534 45

Dec. 3575 3614 3575 3614

May 304 3678 3674 3678

Oats—No. 2.

Nov. 215 215 215 215 215

Dec. 2178 2174 213 217

May 24 247

May 25 156 2164

Nov. 1100 Cash quotations were as follows: Flour dull. No. 3 spring wheat, 66½472c; No. 2 cert, 72674c. No. 2 corn, 43644½c; No. 2 yellow, 44644½c. No. 2 oats, 22½c; No. 2 yellow, 44644½c. No. 3 white, 24%26c. No. 2 ryc, 45c. Fair to choice malting barley, 57602c. No. 1 flaxseed, 81.67; No. 1 northwestern, \$1.69. Prime timothy seed, 84.15 64.23. Mess pork, per barrel, \$10.87½611. Lard, per 100 pounds, \$7.1567.17½. Short rib sides (loose), \$6.1567.75; dry salted shoulders (boxed), \$5.87½60.12½; short clear sides (boxed), \$6.806.90. Whiskey, basis of high wines, \$1.27. Butter duli; creamery, 15624½c; dairy, 13620c. Cheese active at 10611½c. Eggs quiet at 21622c. Cash quotations were as follows: Flour dull. No. 3 spring wheat, 661/4972c.; No.

NAVAL STORES.

CHARLESTON, S. C., Nov. 24.-TUR-PENTINE-Firm at 38½c. ROSIN-Firm and unchanged. SAVANNAH, GA., Nov. 24.—SPIRITS OF TURPENTINE—Firm at 30c.; receipts, 1,500 casks; sales, 868 casks; exports, 03 casks.
ROSIN—Firm and unchanged; receipts, 2,294 barrels; sales, 1,928 barrels; exports, 968 barrels

WILMINGTON, N. C., Nov. 24.—SPIR-ITS OF TURPENTINE—Nothing doing; prices unchanged; receipts, 40 casks.

ROSIN-Steady at \$1.20@1.25; receipts, 231 barrels.

CRUDE TURPENTINE—Firm at \$1.40 @2.40; receipts, 118 barrels.

TAR-Steady at \$1.55; receipts, 268 barrels.

966 barrels.

TOBACCO MARKET. Richmond, Va., Nov. 24, 1900. Private sales reported to-day were: Leaf dark). 2 hogsheads; lugs, 25 hogsheads.

Private sales reported to-day were: Leaf (dark), 2 hogsheads; lugs, 25 hogsheads. Total, 27 hogsheads.

Internal revenue collections for the city of Richmond for to-day were: Tobacco, \$4,117.38; cigars, \$5,638.10. Total, \$9,815.48.

The warehouses report: Receipts, light; deliveries, 12 hogsheads.

Private sales reported for the weekending to-day were: Wrappers, 10 hogsheads; fillers, 54 hogsheads; cutters, 5 hogsheads; lugs, 80 hogsheads; scrap, 6 hogsheads; lugs, 80 hogsheads; scrap, 6 hogsheads.

Internal revenue collections for the city of Richmond, Va., for the week were: Tobacco, \$34,624.80; cigars, \$41,782,08.

Total, \$76,486.88.

The warehouses report for the week: Receipts, 82 hogsheads; deliveries, 237 hogsheads.

DANVILLE TOBACCO MARKET. Danville, Va., Nov. 24, 1900. The market stands as follows:
Nondescript goods \$2.00@\$ 4.00
Granulators 4.50@ 7.00
Smokers— | STRIBITION | 1.00 | STRIBERT
 Vrappers—
 8.00@ 12.50

 Common
 12.50@ 17.50

 Medlum
 12.50@ 35.00

 Good
 17.50@ 35.00

 Fancy
 83.00@ 55.00
 Vrappers-MARINE INTELLIGENCE.

PORT OF RICHMOND, NOV. 24, 1900.

Steamer Rosalie, Willis, Norfolk, merchandise and passengers, Old Dominion Line.
Steamer Pocahontas, Graves, James River landings and Norfolk, merchandise and passengers, Virginia Navigation Company. Company.
Steamer Gulf Stream, Tunnell, Philadelphia, Pa., merchandise and passengers, Clyde Line.
SAILED.

Steamer Rosalle, Willis, Norfolk, mer-shandise and passengers, Old Dominion Line.

Steamer Gulf Stream, Tunnell, Philadel-phila, Pa., merchandise and passengers, Clyde Line. PORT NEWPORT NEWS, NOV. 24, 1900.

Barge Theodore Palmer, Fall River.
Barge Marion Chappell, Providence.
Barge Belle of Oregon, Providence.
Schooner L. L. Sprague, Lynn.
Steamer Hector, Boston.
Schooner Annie Ainsile, Clinton Point.
steamer S. J. Murphy, New York.

SAILED. Schoner L. L. Sprague, Lynn.

PORT OF WEST POINT, NOV. 24, 1900.

ARRIVED.

Steamship Baltimore, Courtney, Baltimore, passengers and general cargo.

SAILED.

Steamship Baltimore, Courtney, Balti-more, passengers and general cargo. PORT BERMUDA HUNDRED, NOV. 24. ARRIVED.

Schooner Minnie Warfield, Rounds, to

John L. Williams & Sons

BANKERS

Investment Securities.



IN THE FIELD

Constitutional Convention is the All-A sorbing Topic.

FOR A RAILROAD COMMISSION.

Leaders Say One Should Be Created. Convention May Last Six Months. Boaz and Massey May Come from Albemarle,

The coming constitutional convention is the all-absoroing topic in political circles, and party leaders are busy talkng about what the body will probably

Most of them agree that there should

be a Railroad Commission created for the State, and that its members should be chosen by the people.

A Tidewater Democrat of considerabla note shares this opinion, and so expressed it to a friend, while in the city a few days ago. He said the commission should days ago. He said the commission should be composed of five members, and that they should represent, as far as pohsible, the different interests in the State. He thought the railroads and the people should have their interests property looked after, and that the commission should be so distributed as to carry out this idea. He was of opinion also that the members should be chosen for a term of four years, and that a portion of them of four years, and that a portion of them should be elected every two years, so as

to prevent combinations.

Democratic leaders who are interesting themselves in the work of the coming Constitutional Convention say that a proposition will be made in that body to consolidate the spring and fall elections in Virginia and probably to hold the election for the State Legislature at the same time the congressmen are elected. Un-der the present arrangement, there is an important election in Virginia every fall and often in the spring, when other States that have equally as many of-ficers as Virginia only have elections biennially. Those who favor this reform say there is too much politics in Virginia and that a constant agitation of public matters tends toward the disturbance of matters tends toward the distributed business and that there is no good reason why the change should not be made, when it would at the same time save money to the State.

MAY LAST SIX MONTHS.

MAY LAST SIX MONTHS.

Many prominent convention advocates express the opinion that the body which will meet in Richmond next summer to frame a new organic law for the State will be in session at least six months.

They point out the intricate work of changing the Constitution of a great Commonwealth, and say that never before were there so, many important changes were there so many important changes to be made as will come before the body soon to be chosen.

soon to be chosen.

From present indications the time for a campaign in favor of the adoption of the Constitution will be very short if it is to be submitted to the people at the fail election of 1901. It is said that the Democrats of Albe-

marle and the city of Charlottesville will most likely choose Hon. William H. Boaz and "Parson" John E. Massey to repre-sent them in the Constitution Convention, provided they shall be entitled to two members under the apportionment.

Mr. Boaz has served a long time in the House of Delegates, and is now the chair-man of the House Committee on Finance. He and "Parson" Massic led the fight for the Convention in Albemarle, and are said to be the choice of a large majority of the voters. It is understood that Mr. Boaz will make no canvass, but that his friends all over the county are pressing him for the place. The same is true of Mr. Massey. FIGHT FOR STATE OFFICES

The great fight for the Democratic nomination for Governor before the State

ination for Governor before the State Convention next summer is beginning to warm up all along the lines.

It promises to be one of the most interesting and complicated which has been fought out in the State for many years. It looks as if Attorney-General Montague and Convenement Strengers will be the and Congressman Swanson will be the leaders on the first ballot, but whether either will be able to reach the plum in the early stages of the battle is the question, and in their failure to do so will lie the tope of the other aspirants. The friends of Colonel R. C. Marshall, of Portsmouth, are resenting the suggestion in certain quarters, that he is running in the interest of another candidate and say that he is in the fight to win and will refuse to make any alliance whatever with any other aspirant for the office. The struggle is going to get warm as it progresses. Information comes from Lexington that the friends of Major E. H. Barciay will insist upon his being a candidate for the Democratic nomination for Lieutenant-Governor before the State Convention next

OBITUARY.

Theodore Haas.

News was received in this city yester-day of the death of Mr. Theodore Haas, formerly of this city, which occurred at his home in Birmingham on Friday night. Mr. Haas had been ill about three week Mr. Haas had been ill about three weeks of typhoid fever, but his friends and relatives hoped for his recovery until the end came. He was a most promising young man and had a bright future.

Mr. Haas was the son of Mr. Sol. Haas, who lived in Richmond many years. Mr. Haas, Jr., was connected, while residing here, with the office of his father, who was traffic manager of the old Richmond and Danville system and was later asand Danville system and was later as-sistant to President Samuel Spencer, of the Southern, after the reorganization of the former company.
Subsequently Mr. Haas, Sr., became

president and general manager of the Schloss-Sheffield Steel and Iron Works, of Birmingham, which place he held until

recently.

Mr. Haas, Jr., went to Birmingham with his father several years ago and took up the real estate business, in which he was eminently successful. He was regarded as one of the most active and substantial of the young business men of Birming-

ham.

His father was in Washington yesterday, and had just perfected arrangements for a trip to Colon, and Panama, and had engaged passage via the Pacific Mail steamer, Advance, Mr. Haas, Sr., was about to take this journey on account of his own health, which has not been good recently, but on being advised of the critical condition of his son canceled his plans and hurried to Kirmingham, where he arrived this morning at 11:45 o'clock. The funeral will take place at Birmingham to-morrow afternoon.

atternoon.
Young Mr. Haas leaves a large circle
of friends in Richmond, as well as at
his Alabama home. He was familiarly
called "Teddy," and he was noted for
his good humor, generous leartedness and
signal honesty. Everybody who knew his good number, Severybody who knew him liked him, and his Richmond friends were pleased to learn of his recent success in business. His death will be a profound shock to them.

John B. Donovan.

(Special Dispatch to The Times.) Amer. Steel Hoop pfd. 75
Amer. Steel Hoop pfd. 75
Amer. Steel and Wire pfd. 85
Amer. Tin Plate pfd. 88
Amer. Tin Plate pfd. 88
Amer. Tin Plate pfd. 88
Amer. To Plate pfd. 88
Amer. To Plate pfd. 88
Amer. To Plate pfd. 105
American Tobacco pfd. 105
American Tobacco pfd. 135
Anaconda Mining Co. 494
Brooklyn Rapid Transit 744
Colorado Fuel and Iron 523
Continental Tobacco pfd. 355
Continental T (Special Dispatch to The Times.)
GLOUCESTER C. H., VA., Nov. 23.—
The funeral of the late Rt. Worshipful
John B. Donovan, of Mathews C. H., Va.,
took place yesterday afternoon from Christ
P. E. Church, Mathews county, and the
interment was in the family lot in the
church yard.
The services of the church were conduct-

Botefourt Lodge, of Gloucester C. H., Va., which was the mother lodge of the late Mr. Donovan, and of which, for many Mr. Donovan, and of which, for many years, he was an honorary member. Oriental Lodge, of Mathews Courthouse; Urbanna Lodge, and Donovan Lodge, of Middlesex, of A. F. A. Masons, participated in this ceremony. Mr. Donovan being also an Gaz-Feilow, this fraternity turned out in large numbers and immediately after the Masons conducted their devices.

funeral service at the grave.

The Confederate veterans were well representd to do honor to the memory of their faithful and well-tired comrade. The bars of Mathews and Gloucester were present in a body.

It rarely falls to the lot of a man to

be followed to his last resting place by so large a number of friends as were pres-ent on that occasion. The church could not begin to accommodate the people. Mr. Donovan was born in Gloucester county, Va., in 1829, was educated at William and Mary College; studied law under that eminent jurist the late John T. Seawell, of Gloucester, He married Miss Sue Shultice, daughter of the late Dr. Wm. Stultice, of Mathews county, who survives him with one son—John C. Donovan, electrician, of Norfolk, Va. Mr. Donovan was one of the ablest men at the bar in this section—most probably the best read lawyer in Virginia. His paper on "Aquator Rights," delivered some years ago before the Bar Association, made a

profound impression.

As a Mason no one took precedence of Mr. John B. Donovan in intelligent knowledge of the craft, and many lodges were organized by him. He loved Masonry, and was in turn loved by that fraternity.

Mr. Donovan was confirmed about 22 years ago, and was a most earnest and consistent member of the Episcopal Church, loving her orderly ways, giving feasily his ability and are ready his against a second his area. freely his ability and means for her sup

But after all it was in the home and social circle that this remarkable man shone most. It was good to see him in his own home surrounded by love and returning the Same in full measure. Mr. Donován was never so happy as when his table was full of friends; it was there that the native mit and human in him that the native wit and humor in him flashed forth and he was at his best. A faithful Christian, a lovin ghusband, father, brother, and friend has in him been removed from the church militant to be numbered with God's children in the church triumphant.

Edward C. Bruce.

(Special Dispatch to The Times.)
WINCHESTER, VA., November 24.—A
telegram was received here to-day announcing the death of Mr. Edward C. nouncing the death of Mr. Edward C. Bruce, of this city, one of the best known ante-bellum newspaper editors in Virginia. He was an ardent secessionist, and, as editor of the Winchester Virginian, he wrote some of the most brilliant and widely copied articles of the period.

During the Civil War he was connected that the civil was the civil war he was connected that the civil was the civil was the civil was connected to th

with the Confederate headquarters department in Euchmond. Mr. Bruce was also an artist of ability. Since the war he has an artist of ability. Since the war he has been a magazine writer, and is the author of several widely read books. His famous painting of General Robert E. Lee, which is now owned by Charles B. Rouss, is said to be the only course. is now owned by Charles B. Rouss, is said to be the only canvas portrait of that General taken from life. Mr. Bruce was seventy-five years of age, and is survived by a widow, who was a Miss Hubbard, sister of the late Rev. Dr. Hubbard, former rector of Christ's Protestant Episcopal Church of this city; two daughters—Mrs. C. R. Oldham, of Moundsville, W. Va., and C. R. Oldnam, of Moundsville, W. Va., and Mrs. Rev. J. R. Taylor, of Fauquier county, Va. He also leaves three brothers—Col. Douglas Bruce, of Boyce, Va.; Dr. George Bruce, of Moundsville, W. Va., and Jaquelin Bruce, of Eagle Lake, Texas. One of Mr. Bruce's ancesters was Rev. Alexander Balmain, the first rector of Christic Church, this county, whose re-Christ's Church, this county, whose remains are buried beneath the church.
His father was the late John Bruce, who
was instrumental in having the first railroad brought into the Shenandown Val-

Robert W. Leftwich.

(Special Dispatch to The Times.) MANGOHICK, VA., Nov. 24.—Mr. Robert W. Leftwich died at his residence near the village at 8 o'clock this morning in the lifty-eighth year of his age, from emphysema of the lungs. His death was a shock to the family and frends, as howas sick only one week. Mr. Leftwich served faithfully during the Civil War in Company G. Twenty-second Battallon, Virginia Infantry, which was attached to Stonewall Jackson's corps. He was a constent member of Hebron Baptist Church of which he was clerk for about twenty-five years. In June, 1885, he married Miss Annie, the daughter of Andrew Gravatt. Annie, the daugnter of Andrew Gravatt, of Caroline county, who survives him with 3 daughters, the oldest about 14 years of age. He also leaves two brothers—Wr A. J. Leftwich, of this county, and Mr. R. T. Leftwich, of Staunton. A kind husband and father, a quiet, inoffensive citizen, kind neighbor, he leaves no enemy on earth, and will be greatly missed by all

Frank A. Thompson.

(Special Dispatch to The Times.)
LYNCHBURG, VA., Nov. 24.—Mr. Frank
A. Thompson, a well-known clerk in the
employ of the Norfolk and Western Railway, dropped dead from heart failure tonight on Sixth Street on his way home. Deceased was about thirty-five and a step-son of Colonel Ridgeway Holt, of the Montgomery Yellow Sulphur Springs. He leaves a wife and one child.

DEATHS. EPPES.—Died. November 24th, at 8:35 A. M., Mrs. LAURA M. EPPES, wife of George F. Eppes; aged sixty-five years. Funeral will take place from her late residence, No. 519 North First Street. MONDAY, November 26th, at 3:30 P. M

Old Dominion Steamship Co.

Daily Line for New York, the North and East

FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, at 9:00 A. M. via C. and O. Ry., or 9:00 A. M. and 3:15 P. M. via N. and W. Ry., connecting at Nortolk with direct steamers sailing same day, 6:00 r. M. r. M. Steerage passengers can leave by aux-iliary steamer Monday. Wednesday and Friday, sailing from Rocketts at 5 P. M., and changing to main-line ship at Nor-

folk.
FREIGHT for all northern, eastern and foreign ports received and forwarded daily, except Sunday, at company's wharf, Rocketts. FROM NEW YORK.

PASSENGERS can leave DAILY, ex-lept Sunday, from company's pier, No. 26 North River, at 3:00 P. M., for Old Point Comfort and Norfolk, connecting with C. and O. and N. and W. trains for Richmond. FRLIGHT received and forwarded daily, arcent Sunday. except Sunday.

Tickets on sale at Company's office, 1212
East Main Street; Richmond Transfer
Company, 903 East Main Street; Jefferson
Hotel, C. and O. and R. and P. depots,
Richmond. Baggage checked through to

Richmend. Baggage charged inrough to all points.

For further information apply to JOHN F. MAYER, Agent, 1212 East Main Street, Richmond, Va General Offices: 81 Beach Street, corner West Street, New York, N. Y. J. J. BROWN, H. B. WALKER, Gen. Pass. Agent. Traffic Manager.

C LYDE STEAMSHIP CO.'S PHILADELPHIA, RICHMOND AND NORFOLK STEAM-SHIP LINE. Appointed sailing days: Every TUES-DAY, FRIDAY and SUNDAY at day-

light.
Freight received daily till 5 P. M.
For further information apply to
J. W. McCARRICK.
Gen. Southern Agent: office. Rocketts.
W. P. CLYDE & CO.



SCHEDULE IN EFFECT OCT. 1, 1400.

FROM RICHMOND.

LEAVE BROAD-STREET STATION.

9:00 A. M., Leally for principal stations.
Newport News, Old Point, Norfolk and Portsmouth. Parlor car. Connects at Nortolk with O. D. S. S. for New York, except Sunday.

3:40 P. M., Dally Local, for Newport News, Old Point and Norfolk Pullman to Old Point.

10:00 A. M., except Sunday, Local train for Clifton Forge. Connects at Gordonsville for Orange, Culpeper, Calvertor, Manassas and Washington. Connects at Charlottesville for Lynchburg, at Basic City for Hagerstown, and at Staunton for Lexington.

2:45 P. M., Daily Limited, to Cincinnati, Louisville and St. Louis. Pullman Sleeping cars. Connects for Virginia Hot Springs. No. 7, Local Train, follows No. 1, except Sunday, from Gordonsville to Staunton.

5:30 P. M., Accommodation, except Sunday, from Gordonsville to Staunton.

10:45 P. M., Daily, F. F. V., to Cincinnati and Louisville. Pullman Sleeping car. Connects For Virginia Hot Springs.

LEAVE EIGHTH-STREET STATION.

10:30 A. M., Dally, for Lynchburg, Lexington and Clitton Forge. Parlor car. Connects, except Sunday, with Buckingham and Alberene biranches.

5:15 P. M., except Sunday, to Columbia.

orancies.

5:15 P. M., except Sunday, to Columbia.

TRAINS ARRIVE BROAD-STREET
STATION
S:00 A. M., except Sunday, from Dos-

8:30 A. M. and 3:30 P. M. Daily, from Cincinnati and Louisville.

11:35 A. M. and 6:30 P. M. Daily, from Norfolk and Old Point.

8:15 P. M., except Sunday, from Clifton Forge,
TRAINS ARRIVE EIGHTH-STREET

STATION.

8:40 A. M., except Sunday, from Columbia.

8:40 A. M., except Sunday, from Columbia.
6:20 P. M., Dally, from Lynchburg and Clifton Forge. Except Sunday, from New Castle, Lexington and Rosney.

For detail information, connections, etc., apply at Richmond Transfer office, No. 903 East Main Street; Chesapeake and Ohio Passenger Office, No. 809 East Main Street; Station Ticket Offices, or address JOHN D. POTTS, Assistant General Passenger Agent.

S. A. L.R'y.

CHANGE IN SCHEDULE, SEABOARD
AIR LINE RAILWAY, EFFECTIVE
NOVEMBER 25, 1990.
ADDITIONAL DAILY LOCAL TRAIN
BETWEEN RICHMOND, PETERSBURG AND HENDERSON.
Train No. 35 will leave hereafter at 9:15
A. M. for Petersburg, Henderson, Durham and all intermediate local points.
This train will also make close connection at Ridgeway Junction for Raleigh, Atlanta and all points South and Southwest.

Train No. 27 will leave at 2:40 P. M. for Raleigh, Columbia, Savannah, Jacksonville, Tampa, Key West, Havana, and all Florida points. This train runs through solid to Jacksonville, and carries through Sleepers to Tampa.

Train No. 33 will leave Richmond daily at

sonville, and carries through
Sleepers to Tampa.
Train No. 33 will leave Richmond daily at
435 P. M. for Petersburg
and Henderson and will
make all local intermediate
stations.
Train No. 21 will leave at 10:40 P. M. for
Petersburg, Raleigh, Charlotte, Atlanta, Montgomery,
Mobile, New Orleans and all
points South and Southwest.
This train runs solid through
to Atlanta, making close to Atlanta, making close connections with trains for all points South and South-

Train No. 44 will arrive at 5:15 A. M.
This train from Tampa,
Jacksonville and all points
South.

Jacksonville and all points
South.

Train No. 66 will arrive at 5:35 P. M.
This train from Tampa,
Jacksonville, Atlanta and all
points South and Southwest.
Train No. 34 will arrive at 10:48 A. M.
This train from Henderson
and all local intermediate
points daily.

Train No. 36 will arrive at 6:22 P. M.
This train from Durham,
Henderson and all intermediate local points daily except Sunday.

Full schedules will be published within
the next few days. For turther information and for tickets, Pullman reservations,
maps and schedules apply to C. W. MORRIS, Depot Ticket Agent, Broad-Street
Station (C. and O. Depot); the Richmond
Transfer Company, 903 East Main Street,
the Jefferson Hotel, or to
Z. P. SMITH,
District Passenger Agent.

District Passenger Agent.

SOUTHERN R'Y.

SCHEDULE EFFECTIVE OCT. 21, 1600.
TRAINS LEAVE RICHMOND. VA.
11:00 P. M., No. 11, soutnern Express, daily for Atlanta, Augusta, Jacksonville and points South. Sleeper for Danville. Greensboro, Salisbury, and Charlotte, open at Richmond 0:30 P. M. Stops for passengers at local stations. Connects at Danville and Charlotte with New York and Florida Express (No. 33), carrying through sleepers between New York and Tampa, with connections for all Florida points. Also, connects at Danville and Charlotte with Washington and Southwestern Limited (No. 37), carrying through sleepers between New York and Nashville. New York and Memphils. New York and Memphils. New York and New Orleans; also, Fullman Tourist sleeper Mondays, Wednesdays and Fridays Washington to San Francisco without change, with colnections for all points in Texas, Mexico and Cali12:01 P. M., No. 7, solid train daily for

change, with colinections for all points in Texas, Mexico and Callfornia.

12:01 P. M., No. 7, solid train daily for Charlotte, N. C., connects at Moseley with Farmville and Powhatan Railroad. At Keysville for Clarksville. Oxford, Henderson and Durham, and at Greensboro for Durham, Raieigh and Winston-Salem: at Danville with No. 35, United States fast mail, solid train, daily for New Orleans and points South, which carries sleepers New York to New Orleans and New York to Jacksonville, connecting for Najsau and Havana. Buffet drawing-room sleeper Richmond to Atlanta and Birmingham. Through sleeper Salisbury to Memphis.

6:00 P. M. No. 11, local, daily except Sunday, for Keysville and intermediate points.

TRAINS ARRIVE AT RICHMOND.

6:25 P. M. From Atlanta, Augusta and

TRAINS ARRIVE AT RICHMOND.
6:25 P. M.) From Atlanta, Augusta and
6:00 A. M. South.
8:40 A. M. From Keysville and local
stations.
LOCAL FREIGHT TRAINS.
Nos. 61 and 52. between Manchester
and Neapolts.
YORK RIVER LINE VIA WEST POINT,
THE FAVORITE ROUTE NORTH.
LEAVES RICHMOND.
4:30 P. M., No. 16, Baltimore Limited,
daily except Sundays, for West
Point and Intermediate stations,
making close connection at West
Point with steamer for Baltimore.
2:30 P. M., No. 10, local express, daily
except Sundays, for West Point and
intermediate stations. Connects
with stage at Lester Manor for
Walkerton and Tappahannock; also,
at West Point with steamer for Baltimore. Stops at all stations.
5:00 A. M., No. 74, local mixed. Leaves
daily except Sunday for West Point
and intermediate Stations, connecting with stage at Lester Manor
for Walkerton and Tappahannock
TRAINS ARRIVE IN RICHMOND.
9:15 A. M., daily from West Point, with
connection from Baltimore, except
Mondays.
10:45 A. M., except Sundays and Mondays.
6:03 P. M., daily, except Sunday, from

6:03 P. M., daily, except Sunday, from West Point and intermediate sta-tions. Steamers leave West Point daily,

Steamers leave West Point daily, except Sundays, 5:50 P. M., arriving Baltimore 8:00 A. M.; returning, leave Baltimore at 5 P. M., daily except Sundays, arriving Richmond 9:15 A. M.

Steamers call at Gloucester Point and Aimonds Wharf Tuesdays, and Saturdays; Yorktown and Clay Bank Mondays, Wednesdays and Fridays.

Wednesdays and Fridays, Wednesdays and Fridays, Wednesdays and Fridays, Traveling Passenger Agent, No. 320 East Main Street, Richmond, Va. J. M. CULP, W. A. TURK.

Traffic Manager. Gen. Pass. Agent. F. 8. GANNON, Third Vice-President and General Manager, Washinston, D. C.

Schedule in effect NOVEMBER 25, 1900, LEAVE BYRD-STREET STATION.

4:10 A. M. Daily for Washington and points North. Stops at Millford Fredericksburg and Quantico Sleepers to Washington and New York.

8:20 A. M. Sunday only, for Washington and points North. Stops at Elba. Glen Allen, Ashland, Taylorsville, Doswell, Ruther Glen Penola, Millford, Woodslane, Guinea, Summit, Fredericksburg Brooke, Widewater and Quantico. nea, Summit, Fredericksburg Brooke, Widewater and Quantico. Buffet Parlor Car.

Buffet Parlor Car.
A. M. Dally except Sunday for Washington and points North. Stops at Elba, Glen Allen, Ashland, Doswell, Milford, Fredericksburg and Quantico. Buffet Parlor Car. Car. d. Dally, except Sunday, for Wash-

Car.

12:00 M. Dally, except Sunday, for Washington and points North. Stops at Elba, Glen Allen. Ashiand, Doswell Milford, Fredericksburg and Quantico. Buffet Parior Car. Connects with Congressional Limited at Washington.

7:45 P. M. Daily, for Washington and points North. Stops at Elba, Ashland, Doswell, Millord, Fredericksburg. Brooke, Widewater and Quantico. Stops other stations Sundays. Sleeper Richmond to New York. Sieeper Washington to Philadelohia.

ARRIVE BYRD-STREET STATION.

8:40 A. M. Daily. Stops at Widewater, Brooke, Fredericksburg. Milford, Doswell, Ashland and Elba. Stops other stations Sundays. Sleepes New York to Richmond.

3:05 P. M. Daily. except Sunday. Stops at Fredericksburg. Milford, Doswell, Ashland, Glen Allen and Elba. Buffet Parlor Car.

6:30 P. M. Daily. Stops at Fredericksburg. Doswell, Ashland, Glen Allen and Elba. Pullman cars from New York and Washington.

burg. Doswell, Ashland and Elba. Pullman cars from New York and Washington.

8:45 P. M. Daily. Stops at Widewater, Brooke. Fredericksburg. Summit, Guinea, Woodslane, Milford. Penola, Ruther Glen, Doswell, Taylorsville, Ashland. Glen Allen and Elba. Buffet Parlor Car.

ACCOMMODATION TRAINS.

(Daily, except Sunday.)

8:18 A. M. Leaves BYRD-STREET Station for Fredericksburg.
6:20 P. M. Leaves BYRD-STREET Station for Fredericksburg.
6:20 P. M. Arrives ELBA for Ashland.
8:25 A. M. Arrives BYRD-STREET

Station from Fredericksburg.
6:05 P. M. Arrives ELBA from Ashland.
S.25 A. M. Arrives BYRD-STREET

Station from Fredericksburg.
6:05 P. M. Arrives BYRD-STREET

LEAVE BROAD-STREET STATION.
C. & O.

5:20 A. M. Daily, for Washington and points North. Stops at Fredericksburg and Quantico. Sieepers to New York. Dining car.

6:00 P. M. Daily, for Washington and points North. Stops at Dredericksburg and Quantico. Sieepers to New York. Dining car.

6:00 P. M. Daily, for Washington and points North. Stops at Doswell, Fredericksburg and Quantico. Sieepers to New York. Arrives BRAD-STREET STATION.

C. & O.

2:30 P. M. Daily. Stops only at Fredericksburg. Doswell and Ashland. Sieeper from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieepers from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieepers from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieepers from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieepers from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieepers from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieepers from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieeper from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieeper from New York. Dining experiences only at Fredericksburg. Doswell and Ashland. Sieeper from New York. Dining experiences descent and Ashland. Sieeper from New Yo

N&W Norfolk Me Western

E. T. D. MYERS, W. P. TAYLOR, President. Traffic Manager.

LEAVE RICHMOND (DAILY, BYRD-STREET STATION...

9:00 A. M., NORFOLK LIMITED. Arrive at Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Surtolk. Second-class tickets not accepted on this train.

9:05 A. M., THE CHICAGO EXPRESS, for Lynchburg, Roanoke, Columbus and Chicago. Buffet Parlor Cur Petersburg to Roanoke, Pullman Sleeper Roanoke to Columbus; also, for Bristol, Knoxville and Chattanooga. Pullman Sleeper Roanoke to Knoxville.

for Bristol, Knoxville and Chattanooga, Pullman Sleeper Roanoke to
Knoxville.

3:15 P. M., OCEAN SHORE LIMITED,
Arrive Norfolk 5:35 P. M. Stops
only at Petersburg, Waverly, Suffolk, Second-class tekets not good
on this train.

6.50 P. M., for Suffolk, Norfolk and Internediate stations. Arrives at
Norfolk at 10:40 P. M.

9:10 P. M., for Lynchburg and Roanoke,
Connects at Lynchburg with Washington and Chattanooga Limited,
Pullman Sleepers Lynchburg to
Memphis and New Orleans. Cafe,
Parlor and Observation Car Radford to Attalia, Ala, Pullman
Sleeper between Richmond and
Lynchburg. Berths ready for occupancy at \$3:30 P. M. Also, Pullman
Trains arrive Richmond from Lynchburg and the West daily at 7:35 A. M.
and 8:56 P. M., from Norfolk and the
East at 11:10 A. M., 11:42 A. M. and 6:50
P. M.
Office: No. 838 Main Street.

JNO, E. WAGNER,

P. M.
Office: No. 838 Main Street.
JNO. E. WAGNER,
City Pass. and Ticket Agent.
C. H. BOSLEY,
District Fassenger Agent.
W. B. BEVILL,
General Passenger Agent.

Atlantic Goast Line SCHEDULE EFFECTIVE NOV. 25, 1900

TRAINS LEAVE RICHMOND-BYRD-STREET STATION. 9:00 A. M., NORFOLK LIMITED, Dally, Arrives Petersburg 9:30 A. M., Nor-folk 11:27 A. M. Stops only at Petersburg, Waverly and Suffolk, Va

9:05 Å. M., Dally. Arrives Petersburg
0:50 Å. M., Weldon 11:50 Å. M.,
Fayetteville 4:25 P. M., Charleston
10:55 P. M., Sevannah 12:50 Å. M.,
Jacksonville 7:30 Å. M., Port Tampa 6:20 P. M. Connects at Wilson
with No. 47, arriving Goldsboro 3:25
P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jackson
ville.

P. M., Wilmington 6:00 P. M. Pullmann Sleeper New York to Jackson-ville.

11:55 A. M. Dally, except Sunday. Arrive Fetersburg 12:30 P. M. Stops Manchester, Drewry's Bluff, Centralia and Chester on signal.

3:15 P. M., OCEAN SHORE LIMITED, Daily. Arrives Petersburg 3:45 P. M., Norfolk 5:35 P. M. Stops only at Petersburg, Waverly and Sunfolk.

4:30 P. M. Dally, except Sunday. Arrives Petersburg 5:20 P. M., Weldon 7:42 P. M., and Rocky Mount 8:55 P. M. Makes all intermediate stops.

6:00 P. M., Dally, Local. Arrives Petersburg 6:30 P. M. Makes all stops.

6:00 P. M., FLORIDA AND WEST INDIA LIMITED, Daily. Arrives Petersburg 6:30 P. M. Makes all stops.

6:00 P. M., FLORIDA AND WEST INDIA LIMITED, Daily. Arrives Petersburg 7:55 P. M. Connects with Norfolk and Western for Norfolk and Intermediate points; Emporia 0:10 (connects with A. and D. for stations between Emporia and Lawrenceville), Weldon 8:58 P. M., Fayetteville 19:19 A. M., Charlesson 5:04 A. M., Savannah 7:04 A. M., Jacksonville 11:50 A. M., Port Tampa 0:45 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS -Arriving Augusta 7:55 A. M., Macon 11:15 A. M., Atlanta 12:35 P. M. Fullman Sleepers New York to Wilmington, Charlesston, Jacksonville 19:19 Port Tampa, Augusta and Macon.

9:10 P. M., Daily. Arriving Petersburg with Norfolk and Western Railway, arriving Lynchburg 2:30 A. M., Ronoke 5 A. M., Bristol 10:40 A. M., Pullman Sleeper Richmond to Lynchburg.

Roprove 5 A. M., Bristol 10:40 A.
M. Pullman Sleeper Richmond to
Lynchours.

11:30 P. M., Daily. Arrives Petersburg
12:10 A. M., Daily. Tracksonville, Savannah, Charleston, Alexta, Macon, Augusta and all points South.

7:35 A. M., Daily, from Petersburg,
Lynchburg and the West.
8:45 A. M., Daily, except Sunday, Petersburg local
11:10 A. M., Daily, except Sunday, from
Goldsboro and intermediate stations, Norfolk and Sundolk
11:05 A. M., Sunday orly, from Norfolk,
Sundolk and Petersburg.

11:42 A. M., Daily from Norfolk, Sundolk and Petersburg.

2:10 P. M., Daily, from Norfolk, Sundolk and Petersburg.

6:50 P. M., Daily, from Miami, Port
Tampa, Jacksonville, Savannah,
Charleston, Wilmington, Goldsboro
and all foints South.

8:56 P. M., Daily, from Petersburg.

1:25 P. M. Daily, from Miami, Port
Tampa, Jacksonville, Savannah,
Charleston, Wilmington, Goldsboro
and all foints South.

8:56 P. M., Daily, from Petersburg.
Lynchburg and West.

1. R. KENLEY, Traffic Manager.

1. R. EMERSON,

Traffic Manager.

1. M. EMERSON.

J. R. KENLEY.
General Manager.
H. M. EMERSON,
General Passenger
C. S. CAMPBELL.
Division Passenger Agent.
BUT East Main Street